COTTAM & Co.,
GENERAL OUTFITTERS, &c.
ARE SHOWING
A very Cheap Line
In TENNIS SHOES,
DECK SHOES,
WALKING SHOES,
&c., &c., &c.

The Hongkong Telegraph.

JOB PRINTING.
THIS department of the *Hongkong Telegraph* Having been replenished with a large assortment of type, orders can now be executed quickly and in the best style.
Address:—6, Pedder's Hill, Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 533 日六廿月正年三十二緒光 SATURDAY, FEBRUARY 27, 1897. 六拜禮 號七廿二月廿英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 6,500,000
RESERVE LIABILITY OF PROPRTORS...$10,000,000

COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.
C. Beurmann, Esq. | A. I. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
R. M. Gray, Esq. | R. Shewan, Esq.
A. McConachie, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 27th February, 1897. [8

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [9

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £350,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 19th October, 1896. [31

For Sale.

CYCLES! CYCLES! CYCLES!
ALL THE RAGE!
ALL THE GO!
'Cheap at any Price' is the verdict of all Cyclists who have tried the
"DEFIANCE"
Suitable for LADIES and GENTLEMEN.

THE Undersigned have received a Small Consignment of the Famous "DEFIANCE" Bicycle and are offering them for Sale at Prices within the reach of everybody.

ALSO!
ALSO!
ALSO!
SAFES! SAFES! SAFES!
of best Japanese make and just the same as those that stood the test of fire admirably in the great conflagration at Kobe about a year ago.
FOR SALE
AT MODERATE PRICES
and are equal to and cheaper than English Safes.
From 2 feet to 2 feet 6 inches.
Cycles and Safes now on View at
L. M. ALVARES & CO.,
Over A TAK'S STORE,
Queen's Road Central.
Hongkong, 6th February, 1897. [256

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1897. [74

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [98

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO ..... }
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 27th December, 1886. [29

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [30

Amusement.

If you have lost SYMPATHY you are exiled from light.

WELCOME RETURN
WILLISON'S CIRCUS.
THE SHOW OF SHOWS.
Solid as the Rock of Gibraltar, it has gained the topmost rung in the Golden Opinions of the Hongkong Public.

3 FAREWELL PERFORMANCES 3
MONDAY, 1st March,
OUR NEW COMPANY.

TUESDAY, 2nd March,—
Under the Patronage and in the Presence of His Excellency The Governor of Hongkong,
SIR WILLIAM ROBINSON, K.C.M.G.
TESTIMONIAL BENEFIT
tendered
BERT WILLISON,
A.T.W.O.R.A.O.B.M.M.,
The Popular Proprietor.
Several well-known local Gentlemen Amateurs have kindly volunteered to perform in the Arena.

WEDNESDAY, 3rd March,
—POSITIVE FAREWELL—
$20 will be paid to the person whose letter is first opened by a Committee of appointed gentlemen, giving the correct interpretation of the missing words after Mr. WILLISON'S name
A.T.W.O.R.A.O.B.M.M. $20

Another Event
LOCAL HORSE LEAPING CONTEST
ridden by Owners or Gentlemen Jockeys only,
For a MAGNIFICENT SILVER CUP
Presented by Mr. WILLISON
and now on view at
G. FALCONER & CO.'S
Secure your Seats early for the
FINAL THREE NIGHTS
of the Show that has delighted Millions in every Country, every Clime.
Hongkong, 26th February, 1897. [367

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1897. [348

Intimation.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG,
A. B. C. Code.

TELEPHONE,
No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th January, 1897. [24

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Canton*	A. G. Cubitt, R.N.R.	About 6th March.	Freight or Passage.
SHANGHAI, &c.	*Ceylon*	J. R. Loudon, R.N.R.	About 6th Mar.	Freight or Passage.
SHANGHAI	*Rosetta*	F. N. Tillard	About 7th Mar.	Freight or Passage.
LONDON, &c.	*Rohilla*	F. Cole	Noon, 11th Mar.	See Special Advertisement
JAPAN	*Ancona*	W. D. Mudie	Noon, 12th Mar.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Java*	J. Chellew, R.N.R.	About 18th Mar.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 26th February, 1897. [5

ROSBACH

THE BEST NATURAL TABLE WATER IN THE WORLD.

Invaluable for dyspepsia and indigestion.

"Remarkably free from eganic impurities. Its flavor is decidedly more agreeable than that of any Mineral Water which I have ever tasted. It is unquestionably the best of its kind."

Sir CHARLES CAMERON, M.D., F.R.C.S.I.

ESTD. 1884.
TELEPHONE—75.

Springs at Rosbach near Homburg.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
15, *Queen's Road,*
Hongkong, 27th February, 1897 [4

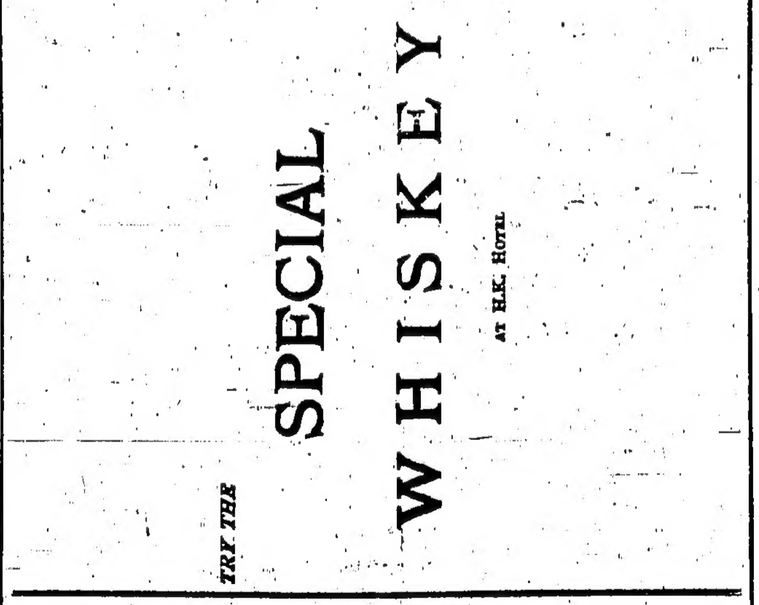
LANE, CRAWFORD & CO., SHIPCHANDLERS,

DECK AND ENGINE-ROOM STORES OF ALL KINDS.

HUBBUCK'S FIRST QUALITY PAINTS and OILS.
SIR CHAS. PRICE'S ENGINE and CYLINDER OILS.
EAGLEBERTS CYLINDER OIL.

INTERNATIONAL ANTIFOULING COMPOSITION FOR SHIPS BOTTOMS.

This Composition has been Supplied to all the Navies of the World and all the principal Steamship Companies.
INNUMERABLE TESTIMONIALS.
FRESH WATER SUPPLIED.
CALL FLAG "R."
Hongkong, 11th November, 1896. [25



EXPLOSION IMPOSSIBLE.
JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
32] NO PROFESSIONAL ENGINEER REQUIRED.

THE PHARMACY.
HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.
FLETCHER & CO.
and
CARMICHAEL & CO.
23]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE AGENTS FOR:—

ALUMINIUM & GENERAL FOUNDRY S'N. LD.
SNOWDON, SONS & CO., "SNOWDRIFT."
BERGER & SONS' LTD., PAINTS AND VARNISHES.
NEW WIRE WOVE ROOFING CO.
GEIPEL'S STEAM TRAP.
TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON COBBETT (SATURN & SCANDINAVIA BELTING).

AQUOL, the great fire and damp resisting Paint for inside or outside work.

ASBESTOS goods of the best quality always on hand.

W. JACKSON,
Manager.
Hongkong, 16th January, 1897. [32

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.
17]

THE HONGKONG BUTCHERY.

THIS WELL-KNOWN ESTABLISHMENT
RE-OPENED!
—RE-OPENED!
RE-OPENED!

ON the 15th JANUARY for the transaction of business as heretofore under
ENTIRELY
NEW
MANAGEMENT.
—In making this announcement the Undersigned respectfully INVITES INSPECTION of his Premises, and, while expressing gratitude for past favours, respectfully solicits the continuance of Patronage.

For THE HONGKONG BUTCHERY CO.,
per C. CAMPBELL.
Hongkong, 15th January, 1897. [116

W. BREWER & CO.

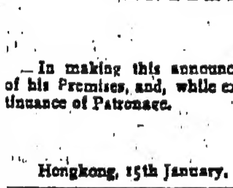
JUST LANDED
A NEW AND LARGE STOCK OF
BOOTS AND SHOES,
OF THE BEST QUALITY ONLY
FOR
LADIES' AND GENTLEMEN
ALSO FOR
BOYS AND GIRLS.
Hongkong, 13th February, 1897. [18

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints .....$35 per case.
do. 1 doz quarts.....$33 do

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th February, 1897. [26



TRADE MARK.
Hong Name:—
YUEN WO.
TELEPHONE, No. 135.

P. D. C.

A RARE OLD MELLOW SCOTCH WHISKY.
PRICE:—$12 PER DOZEN.

"CLUB."
$11 PER DOZEN.

SOLE AGENTS:—
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 10th February, 1897. [16

W. POWELL & CO.

NICE SELECTION OF
FANCY WORK.
EMBROIDERIES, NEEDLEWORKS, WOOL WORKS,
ARRASENES,—SILKS,—EMBROIDERY WOOLS.
W. POWELL & CO.
Hongkong, 22nd February, 1897. [19

Intimation.

CHOICE AUSTRALIAN WINES
FROM THE CELEBRATED
COOLALTA VINEYARDS,
NEW SOUTH WALES.

THE COOLALTA WINES which we are introducing here for the first time give an unexceptional opportunity to Wine Connoisseurs to sample really HIGH CLASS AUSTRALIAN WINES of low alcoholic strength.

COOLALTA WINES cannot be surpassed for their absolute Purity, High and Even Quality, Bouquet, and soft delicate flavour; and, being the natural product of the grape, they are specially recommended by the Medical Faculty of New South Wales.

COOLALTA WINES have obtained the HIGHEST AWARDS at all the principal International Exhibitions of the World.

A careful Analysis of these Wines was recently made by the Government of New South Wales. They were found to be PERFECTLY PURE, SOUND and THOROUGHLY FERMENTED WINES.

SAMPLES may be had FREE on application to

Messrs. CALDBECK, MACGREGOR & Co.,
Sole Agents for Hongkong.

Hongkong, 4th February, 1897. [245

To-day's Advertisements.

HONGKONG ODD VOLUMES SOCIETY.

HIS EXCELLENCY THE GOVERNOR has kindly consented to deliver a Lecture upon the WEST INDIES, at GOVERNMENT HOUSE on TUESDAY, the 9th of March, at 5 P.M precisely.

Mr. J. J. FRANCIS, Q.C., will take the Chair.

MEMBERS may invite their Friends.

LADIES are invited to attend.

N.B.—Members are specially requested to note the place and hour of Meeting.

HENRY E. POLLOCK,
Honorary Secretary.

Hongkong, 27th February, 1897. [371

TO LET.

HOUSE 10 BELILIOS TERRACE.

GODOWN in DUDDELL STREET.

Apply to

BELILIOS & Co.

Hongkong, 20th February, 1897 [372

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Port on MONDAY, the 1st March, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 27th February, 1897. [373

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on TUESDAY, the 2nd March, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th February, 1897. [368

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"CHIHLI,"

Captain Newcomb, will be despatched as above on TUESDAY, the 2nd March, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th February, 1897. [374

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHINKIANG (DIRECT).

THE Company's Steamship

"TAMSUI,"

Captain Vaughan, will be despatched as above on THURSDAY, the 4th March, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th February, 1897. [375

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WUHU,"

Captain Benson, will be despatched as above on FRIDAY, the 5th March, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th February, 1897 [376

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 6th March, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th February, 1897. [377

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"

to sail about 10th March, 1897.

S.S. "MACDUFF," to sail about 22nd March, 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 27th February, 1897. [360

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"HELENE RICKMERS,"

Captain Rebbelmund, will be despatched as above on THURSDAY, the 18th March.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 27th February, 1897 [370

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE PERFORMANCES OF
"LES CLOCHES DE CORNEVILLE,"
ON THE FOLLOWING DATES:—
TO-NIGHT
(SATURDAY), the 27th February, 1897.
TUESDAY, the 2nd March, 1897.

Doors Open each Night at 8.30 P.M.

Performance at 9 P.M., precisely.

PRICES:—$3, $2 and $1.

Half-price to Soldiers, Sailors and Police in Uniform.

LATE TRAMS will run ½ hour after the fall of the Curtain.

The BOOKING OFFICE at the THEATRE ROYAL is open

From 10 A.M. to 4 P.M. daily.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 27th February, 1897. [214

GOVERNMENT NOTIFICATION.
No. 73.

THE following is published.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th February, 1897.

GOVERNMENT NOTIFICATION.

THE SANITARY BOARD desires to invite the attention of the PUBLIC to the Provisions of bye-law 20 of the bye-laws made under Section 23 of Ordinance 15 of 1894, viz.:—

* * * * * *

The Sanitary Board by its Officers may provide for the removal to the *Hygeia* or other appointed place of all persons suffering from such diseases (*i.e.* (1) Bubonic Plague, (2) Cholera and (3) (Small-pox) and no removals shall take place except under the orders of the said Board or one of its authorised Officers, or of a legally qualified and registered medical practitioner *and then only in such manner and with such precautions* as the said Board shall from time to time direct. No such removal shall take place provided that a legally qualified and registered medical practitioner certifies that such persons are being properly treated without danger to the Public Health.

* * * * * *

The Board further desires to inform the Public that arrangements exist for the removal to Hospital of persons suffering from the diseases referred to above and that such removal will promptly be made on the receipt of an application by the Secretary to the Board. These arrangements have been made with a view to protecting the Public from the danger that the unnecessary exposure of persons suffering from these dangerous diseases may give rise to.

The penalty for contravening the bye-law quoted above is a fine not exceeding Twenty-five Dollars in any one case.

HUGH McCALLUM,
Secretary.

Sanitary Board Room,
Hongkong, 18th February, 1897. [378

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 2nd March, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo, from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th February, 1897. [369

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 30th January, 1897. [427

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896. 6

DEATH.

On 15th instant, at Singapore, MARY ANN ADELAIDE, the dearly beloved wife of F. P. KOHLHOFF.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 27, 1897.

NOTES AND COMMENTS.

The Reuter's telegram we publish to-day points clearly to an immediate settlement of the Cretan question at last. The Greeks have succeeded in forcing the hand of the Powers and in compelling them to do what otherwise they were most unwilling to do—drive the Turks out of the island and give the Cretans autonomy of some sort, either complete or under the suzerainty of the Sultan. A force has been landed from the allied fleets containing representatives of all the nations concerned. That force will undertake the policing of the island and answer for the security of life and property. The Turks will be compelled—to withdraw their troops and officials and the Greeks will be requested to return to their own harbours. It is hardly probable that they will refuse, as they cannot have expected that the Powers would allow them to keep and garrison Crete as their own. If they submit to the inevitable and retire from the field, satisfied with having secured the ejectment of the Turks, there may be an end of the incident, but if they persist in claiming the annexation of the island to Greece, or even the right to occupy it, it may become impossible for the Powers to keep the peace between Greece and Turkey, and war may break out at any moment on the Macedonian frontier. If the fighting blood of the Mussulman is thoroughly warmed it may be more than the Sultan can do to prevent an invasion of Greece on that side.

* * *

With a view to protecting the public from the danger arising from the unnecessary exposure of persons suffering from plague, cholera, and small-pox the Government notify by an advertisement published in this issue that the Sanitary Board by its officers provide for the removal to the *Hygeia* or other appointed place of all persons suffering from either of the above mentioned diseases, and it is provided that no removals shall take place except under the orders of the said Board or one of its authorised officers, or of a legally qualified and registered medical practitioner, and then only in such manner and with such precautions as the said Board shall from time to time direct. It is also provided that no such removal shall take place if a legally qualified and registered practitioner certifies that such persons are being properly treated without danger to the public health. It is further notified that the Board will promptly remove all persons suffering from the diseases mentioned on receipt of an application by the Secretary to the Sanitary Board.

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We must candidly confess that we fail to see why this notification, based on the provisions of the bye-laws made under section 13 of Ordinance 15 of 1894, has just now been issued. Does the Government anticipate a recurrence of the plague or of small-pox? Or is there reason to expect a visitation of cholera? If so, we think the bye-laws should be amended so as to render it unnecessary that an application be made to the Secretary to the Sanitary Board before a patient is removed to the *Hygeia*. It is manifestly desirable that the patients should be removed from their residences as soon as possible, and we think it should be within the province of the Inspector of Police in charge of any district to grant permission for the removal of patients at any hour of the day or night. Supposing three or four cases of cholera occurred in Lascar Row at night, is it wise to prevent their removal to the *Hygeia* until the Secretary to the Sanitary Board arrives at his office at 10 o'clock in the morning? We think not, and we also think that sufficient care and thought has not been given to this bye-law so as to provide by it for all emergencies. It is necessary that all persons suffering from the diseases mentioned should be removed as speedily as possible to the *Hygeia* or other appointed place, and the Government should see to it that nothing stands in the way to prevent or delay the removal until the provisons of some stupid red-tape regulation has been complied with.

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We are very glad that the Crown has succeeded in obtaining a conviction against the Chinese constable TAM HAU for "squeezing." That is not, we are aware, the correct technical description of his offence, but it is far and away the most expressive, and we all know precisely what it means. He has been taking advantage of his official position to get money out of poor Chinese shop and stall-keepers, for permitting them to do what in point of law and common sense they had a right to do without his permission, and he has been winking at their doing things which it was his duty to prevent. We are afraid that there are many others of his kind to be found in the Colony in the lower branches of all our Government departments, and the main reason is the absence of active intelligent supervision by the well paid European heads of the different offices. What does an Inspector of Police in his district know of what is going on in the streets and lanes by day and by night? Nothing. He is seated at his desk in his Charge Room almost all day. He should be out and about at all hours to see that his serjeants are doing their duties and that his patrol men are active and vigilant. What does the Superintendent of the Sanitary Board know of the labours of his outdoor staff except from their own reports? He has more office work than he can get through in any reasonable number of working hours. Instead of supervising the work he simply receives reports. Who looks after the underlings of the P.W.D.? Whose business is it to see with his own eyes that their work is done regularly, steadily, and honestly? Are their measurements ever checked, their reports verified, their conduct watched? No. Hence constant complaints from the poorer Chinese of all grades and classes that they are harried and squeezed and made to pay illegal tolls and charges that do not go into the Treasury. Hence the constant removals of Chinese from Hongkong because there is too much fuss and too much worry. It is not the fault of the laws but of the lax methods of administration, mainly due to the want of intelligent supervision by heads of departments and sub-departments. There is far too much office work and far too little active out-of-door work among the men who occupy responsible positions and get good pay, not so much to do the work that must be done as to see that it is done and done well and fairly.

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We understand that a number of people have received printed notices from their compradores reading as follow:—

"Dear Sir or Madam,

I have the honour to enclose you herewith a price list for your perusal, I regret to say that I have been obliged to raise the price of a few articles owing to the enhanced market rates.

These prices will be charged on and after the 1st day of March instant, without any deduction.

Trusting the same will meet with your approbation, and soliciting the continuance of your esteemed patronage,—I remain, etc."

This reference to market rates may mean either of two things: a rise in the wholesale price of provisions of all kinds in the general market, or an increase in the Government's charges for stalls in the public markets. We know of no reason for the one, and we have ascertained that in respect of the other enhanced rents and rates claimed by Government is what is referred to in the circular. It is conceivable, though, that there may have been an augmentation of the charges for stalls and other accommodation in the markets and yet not sufficient increase to justify an all-round rise in prices. If so, what justification is there for the circular? Is it a method of ventilating a grievance or is it simply a "squeeze," for which the dealers see a golden opportunity in some alteration in the stall rents? One thing is fairly clear, and it is that the markets were built and paid for for the sole purpose of enabling us to have our fresh provisions stored, handled and sold under the most favourable sanitary conditions, *not* for the purpose of raising revenue. It may be averred, and reasonably averred, that we get fair interest on our money and sufficient profit on our investment in the increased cleanliness, the additional conveniences, and improved sanitation. We submit that the markets should not be run on money-making lines. Even at the risk of loss of interest on the outlay, the rents should be reasonably low and the cause of the recent enormous rise in the price of market produce be carefully investigated, the cause ascertained, and a remedy immediately applied.

TELEGRAMS.

REUTER'S MESSAGE.

TURKEY AND THE POWERS.

LONDON, February 25th.

The Porte is to be notified that the Powers have undertaken to reorganise Crete, and it is expected the Turkish troops and officials will then be withdrawn and the Greeks requested to evacuate and recall their ships.

(From *L'Avenir du Tonkin.*)

THE CRETAN DIFFICULTY.

PARIS, February 19th.

Great Britain considers the proposal to blockade the Greek ports premature.

OLIVERS FREEHOLD MINES.

Messrs. John D. Humphreys and Son inform us that they received a telegram this morning from the Company's mines reading—

"*Gold both levels Eureka.*"

From this the General Managers understand that gold bearing reef has been struck at both the 150 feet and 200 feet levels.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undernoted subscriptions:—

Already acknowledged	$44,968 56
Hongkong Rope Manufacturing Company	250
Employés Taikoo Sugar Refinery, Quarry Bay	185
Admiral Sir Alex. Buller, K.C.B.	100
Arthur Anderson	5
	$45,508.56

SUBSCRIPTION LISTS.

Subscription Lists will be found in the various Banks, stores, and Clubs in the Colony.

LOCAL AND GENERAL.

ON the 19th inst. the Tsarvitch left Batoum for Algiers.

H.M.S. *Spartan* is expected at Singapore on March 6th and H.M.S. *Pigmy* on March 10th or 12th.

"EXCAVATION means taxation," according to the views of a coolie who to-day was mulcted in the sum of $10 for removing soil from Robinson Road.

THE football match in the Shield competition at Happy Valley this afternoon was won by Kowloon, who after a stubborn contest defeated "E." Co. (W. Y.R.) team by two goals to one.

KO YAN LONG is one of those persons who fails to see the necessity of keeping poultry stalls in the Central Markets in a proper state of cleanliness. His neglect in this respect cost him $10 at the Magistracy to-day.

THE Mission steam-launch *Day Spring* will call alongside any vessel hoisting the answering pennant, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

TSE WA, described as a cook, failed to give the police a satisfactory account of how divers goods came into his possession, and to-day, he was fined $25, failing payment of which he will give the Government gratuitous service for six weeks.

IN his *Share List* issued to-day Mr. Georg reports that "a very fair business has been done during the week under review, and in several instances rates show a further improvement. The market for most stocks closes firm from steady to firm."

WE gather from home papers that in honour of the record reign a new "Queen's Song" has been written by Sir Edwin Arnold, and the words will be specially set to music by a distinguished English composer, in all probability Sir Arthur Sullivan.

THE band of the West York Regiment will play the following programme at the Officers' Garden, Murray Barracks, to-morrow, at 12.30 p.m.:—

1.—March	Ill	Coote
2.—Minuet		Boccherine
3.—Serenade	You Sleep	Sullivan
4.—Fantasia	Mariana	Wallace

SIGNOR PACINI, the baritone, was, according to the London *People*, lately arrested on the complaint of a manager of a theatre in Venezuela, because he refused an encore on the plea of a sore throat. It is very pleasant to be encored but not so agreeable to have to respond under compulsion of law. Just imagine the feelings of one of the principals in our local A.D.C. if he or she found himself or herself interviewing Comde. Hastings at the Magistracy the morning after a performance!

A HOME paper announces that the military authorities of the United States intend establishing a corps of cyclists one thousand strong. A Bill is to be presented to Congress shortly which if passed, will provide every military station in the country with at least ten bicycles.

PROF. J. W. PRICE made a successful balloon ascent and parachute descent at Happy Valley this afternoon in the presence of a large crowd of spectators. The aeronaut went up about 1,000 ft. and came down on the golf ground about 400 yards from where he started, the balloon landing on one of the hills behind the racecourse.

IN connection with the inquest upon the victims of the *Orotava* disaster we note that the jury, after expressing their sympathy with the families of the deceased, recorded their admiration of the conduct of Stephen Reed, who drew back from the man-hole of the tank from which he was attempting to escape to allow a lad named Moore to pass through. Reed, luckily, managed to save himself.

THE keel of the new battleship *Canopus*, a modified *Majestic*, has been laid down on No. 5 slip at Portsmouth Dockyard. She is to be completed for commission by September of next year. At Chatham the battleship *Goliath* has been laid down and she is to be ready for launching in ten months. Her length will be 390 ft. between perpendiculars, breadth 74 ft., and her displacement about 13,000 tons.

THE London *People* notes a case of most extraordinary prolificness in a rabbit. The animal in question is of the Flemish giant species and the property of a Mr. Leggett, of Diss. It recently produced a litter of 29, all of which were living. The owner destroyed 17 of these and the other twelve are described as being in a thriving condition. Of course this is a most exceptional case, but at the same time it tends to show how dangerous a pest rabbits may become when introduced into a new country, especially if the locality is suitable, and enemies comparatively few. We hope Mr. Leigh will take note.

WE are very pleased to learn that the Governor has kindly consented to deliver a lecture before the Odd Volumes on Tuesday, the 9th March, at 5 p.m., on the West Indies. The subject is a most interesting one, and His Excellency's intimate knowledge of the islands and of their inhabitants and his power of intelligent and graphic description will enable him to present us with a detailed study of all that is of importance in their physical features, in their history, and in their political and social organisation. The Odd Volumes are to be congratulated on this addition to their programme for the current session.

CAN the rumour be true that the old *Victor* is likely to sink before the completion of the alterations to the *Tamar*? We have heard so much of the state of the old ship's bottom of late, that we would not be surprised to see nothing but her masts sticking up out of the water some fine morning, and her roof adrift in the harbour, with the officers, men and domestic animals crowded together upon it, like chickens upon a hen-coop in flood time. It is said that she is too rotten to stand 'docking' or even removal to the dock and, this being the case, we shall probably have some disaster to record unless the *Tamar* is completed and takes the *Victor's* place before the typhoon season commences.

OUR Perak correspondent writes:—The Perak Government have stopped the survey of the Taiping-Krian Railway, which was to run through a district unequalled for fertility and thickly populated by Malays whose chief occupation is the cultivation of rice. Lack of the necessary funds is the cause of this change of policy, but it is to be hoped private enterprise will soon come to the rescue and carry on the work. The roads in Perak are, however, excellent and reflect great credit on Mr. St. G. Caulfield, the State Engineer, and his staff. A Malacca official would doubtless feel slightly envious if he mounted a bicycle and took a run over the Perak roads, and would probably wish the short-sighted retrenchment policy of the Government of that State had been submitted to the discretion of the ratepayers instead of the inexperienced, money-grubbing sycophants who rule the roost in Downing Street.

IN his *Weekly Share List* issued to-day Mr. Erich Georg announces that "the pool in the north having been finally arranged the agreement was signed at Shanghai to-day." The natural consequence is that an extensive business has been done in the Hongkong, Canton and Macao Steamboat Co's shares at $34 to $35½ cash and $34½ to $35½ for 31st March, the market closing very strong with further buyers and every indication of a further rise. We read also that Indo-Chinas changed hands at $47, closing strong. The news that the pool has been fixed is highly satisfactory, for it means that all danger of a "war of rates" is obviated for some time to come and that when the West River is thrown open as far as the important city of Wuchow in June next, the steamers engaged in the trade will be able to earn reasonable profits for the shareholders from the outset. Competition may in some instances be the life of trade, but we can have too much even of a good thing and we certainly had far too much competition on the Canton route before the "pool" was arranged a few years ago. That put a stop to the "cut-throat" rates then in force and has proved beneficial to all parties. We therefore think the negotiators of the pool are to be congratulated on the shrewd policy which they have adopted and followed with so much benefit to all parties concerned.

THERE appears to be a scarcity in the supply of mutton from Shanghai at present, and this morning we were informed that as much as 50 cents per catty was being charged at the Central Market for this description of meat. A *Telegraph* reporter made enquiries of the stall holders during the morning, and found that at three different stalls the respective prices asked for mutton were 20, 30, and 40 cents. and it is not improbable that as much as 50 cents was asked earlier. The butchers say that the increase in prices is caused by the small supplies of sheep coming to hand from the North, but we believe there are other and more serious causes.

A NEW, well written, and carefully edited Chinese periodical is now in circulation in the colony. It is styled *Chi San-po*, or *Reformer*, and is published at Macao. We have received the first number and find it contains the latest news from all parts of the world, and a caustic leader exposing the corruption in high places in China and advocating reforms. It is, of course, never too late to mend, and, although China has missed her opportunity to take the stitch in time that saves nine, there can be little doubt that the advocates of reform and the enlightenment of the ill-governed masses may yet have the satisfaction of finding that their patriotic labours have not been in vain—that they have not been casting pearls before swine. The *Reformer* has doubtless a large field of usefulness before it. It seems to have been launched with the best intentions and as the whole of the matter published in the first number is what may be termed wholesome literature, it is to be hoped that the Editor will stick to his model issue and receive very cordial support from his countrymen.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals :—

Butterfield & Swire	$100
H.K. & S. Banking Corporation ...	100
Reiss & Co.	100
E. D. Sassoon & Co.	100
Arnhold, Karberg & Co.	50
Carlowitz & Co.	50
E. E. A. and C. T. Co. Ld.	50
Johnson, Stokes & Master.	50
Meyer & Co.	50
P. & O. S. N. Co.	50
Scottish Oriental S.S. Cos	50
Siemssen & Co.	50
Standard Oil Co. of New York	50
Banque de L'Indo-Chine	25
Douglas S.S. Co., Ld.	25
Gibb, Livingston & Co.	25
Gilman & Co.	25
T. Jackson	25
Ed. Osborne	10

A CORRESPONDENT at Bangkok, writing to the *Debats*, draws attention to the bad treatment inflicted upon French subjects and *protégés* by the Siamese authorities. It seems that numerous Cambodians, Annamites, and Laotians, who have registered themselves as *protégés* at the French Legation, and who have been granted certificates by the French authorities, are for this reason alone ill-treated. To become a French subject in Siam is, says the correspondent, to put oneself outside the law and to be regarded as a vagabond by the Siamese officials. He cites a number of instances of Cambodians arrested because of their refusal, as French *protégés*, of the *corvées*, and o French *protegés* in a certain number of localities being forced to give up the papers obtained from the French Legation to the Siamese, who burn them, while a number of French *protégés* are imprisoned. Further, we learn that the fact of being a French subject, or *protégé*, renders an individual absolutely unfit to obtain from Siam any kind of concession, whilst the Siamese Government does not cease to award the same to English subjects in the part of Siam reserved to French influence by the Anglo-French Convention of Jan. 15, 1896, and which, if things continue as they are going at present, will end by becoming practically a British dependency. The situation, deplores the correspondent, has become intolerable, and the French Government should not permit it unless it wants to abdicate its position.

A CORRESPONDENT of the *Morning Post* propounds the question :—Is it not time that we reconsidered our rules in regard to official secrecy? The Admiralty, he asserts, is making, and rightly making, a great fuss about the divulgence of naval news by persons employed in the departments of the State. When wine merchants and tailors can get information regarding the appointments of various officers to different ships some hours before any intimation reached the officers themselves, it becomes evident that there is a leakage somewhere; and though in this case no very great amount of harm is done, the probability of a similar betrayal of news of more importance is obvious. What, however, renders the position of the Government somewhat ridiculous is that at the same time that so much notice is being taken of this matter it is officially announced that "every facility is to be given" to a former Lieutenant in the Navy of the United States who desires to visit Chatham Dockyard for the purpose of familiarising himself with the methods adopted for defending armoured ships against torpedo attacks. At the time of the visit of the Italian Fleet to Portsmouth in 1895 it was a matter of comment that all possible information was afforded its officers. When the visit of the French Fleet took place in 1891 a similar policy was pursued. Such international courtesy is very charming, but it has its disadvantages, and it is certainly in strong contrast with the treatment which would be extended to any British subject who should desire to make himself acquainted with the Service secrets regarding torpedo attacks.

MASONIC QUADRILLE PARTY.

A very successful dance was given in the City Hall last night by the members of the United Service and St. John's Lodges, over 400 guests being present. Among the company were their Excellencies the Governor, Admiral Beller, and Major-General Black, Colonel Gordon and a large number of naval and military officers. The hall was very beautifully decorated by Staff Sergt. Cusack and men of the West Yorks and Brother H. Bridger artistically arranged the electric lighting, including the large square and compass over the stairs. Masonic emblems were everywhere conspicuous and some trophies of arms also lent to the general effectiveness of the decorations. The profusion of palms, ferns and shrubs along the stairs and the bright hues of the national ensigns made a beautiful harmony in colours, and was greatly admired. H.M.S. *Centurion's* band supplied first-rate music and the important matter of supper was attended to in a way that gave the utmost satisfaction. The last dance was the Circassian Circle, and while it was in progress the scene in the ball-room was most attractive, the regalia of the masons, the glitter and colours of the uniforms, and the charming dresses of the ladies forming a rich and memorable *tout ensemble*. During the evening the time-honoured "Masonic Quadrille" was also danced, when the ladies wore the regalia of their partners. The dance closed a little after 3 a.m. and the general opinion was that it had been a most enjoyable one. The programme was as follows :—

Quadrille	Jolly Company.
Masonic Valse	Grand Lodge.
Schottische	Chicago.
Lancers	La Cigale.
Valse	Donau Wellen.
Valse	Love's Story.
Quadrille	The Lily of Killarney.
Barn Dance	Iola.
Valse	Eldorado.
Polka	Royal Navy.
Lancers	Haddon Hall.
Quadrille	Jack in the Green.
Valse	Fair Nagasaki.
Lancers	Many Midnight.
Schottische	Twigges Veus.
Valse	Ma Belle Adoree.
Lancers	Utopia.
Mazurka	Diana.
Valse	La Serenata.
Quadrille	La Rosiere.
Barn Dance	Dancing in the Barn.
Circassian Circle	

The following gentlemen formed the Committee for the dance, and to them the hearty thanks of the guests are due for the efficient manner in which their pleasure and comfort was studied :—

Wor. Brethren W. A. Hollis,	Brother H. Hall,
" W. C. H. Hastings,	" H. S. Bridger,
" J. Lowrie,	" H. E. A. Smith,
" W. L. Ford,	" W. Farmer,
" J. Bryant,	" J. Bremner,
" H. J. Watson,	" W. G. Whyhrow,
" J. Bilton,	" J. G. Newberry,
" J. Andrews,	" J. Cusack,
" H. L. Stringer,	" G. Watling,
" C. J. W. King,	" W. Burgess,
	" D. J. McKenzie,
	" R. Graham,

ROBT. HARVEY, Hon. Secretary.

THE HONGKONG HOTEL COMPANY, LIMITED.

The half-yearly ordinary meeting of shareholders in the above company was held at the Hongkong Hotel to-day, Mr. Edward Osborne presiding. There were present also Messrs. R. C. Wilcox and W. Parfitt (directors), Captain Goddard, and Messrs Ho Tong, Ip Chin Fong, J. H. Cox, Wong Kam Fook, Chan Chan Nam, Leung King Shan, Ho Yam Nam, Sang Kee and C. Mooney (secretary.)

The Chairman said—Gentlemen, with your permission we will accept the report and accounts as read. There is not much that I can usefully add to the report, which, considering all things, will, I trust, be regarded as fairly satisfactory. The prospects at the beginning of the half year were rather discouraging, the plague appearing to frighten away the few tourists who would otherwise have come this way. During the latter months, however, business improved and this improvement, coupled with the most rigid economy in every department, has enabled us to show better results than we at first anticipated. To the closing of Pedder's Wharf we attribute the decline in our billiard room and bar receipts, and until the reclamation fronting the Hotel is completed I fear we cannot hope for any substantial improvement from these sources. Your directors have addressed the Government upon the apparently slow progress made with the work and we shall continue to bear the matter in mind. It is some 2½ years since this section was commenced, and although we have the assurance of Government that no unnecessary delay has occurred we cannot but feel that we have cause to be dissatisfied with the present state of affairs, the more so as there does not appear to be any prospect of a definite date for its completion. With regard to the suggested half yearly appropriation of $6,000, this sum, in the opinion of the board, is necessary to meet the extensive wear and tear of furniture, cutlery, linen, &c., and the general upkeep of building. The expenses in connection with these items will vary from year to year, and in order to equalise the charge on each half year's working we think it desirable to deal with the matter in this way. During the past 18 months we have been able to spend $32,645 out of earnings on much needed improvements, including new boilers, pumping machinery, &c., and recently we have purchased a complete refrigerating plant which should enable us to economise on our ice bill and, what is of greater importance, to materially improve our victualling during the hot months. I have nothing further to add, gentlemen, except to congratulate you on the improved aspect of the company's affairs and to warn you that although so large a sum has been spent on improvements there still remains much to be done to put the *Hotel in really* first-class order. Nothing has so far been spent on the exterior of the building, the repair and colourwashing of which cannot be much longer deferred, and the older portion of the Hotel will also require constant repairs. Your directors, however, will continue to spare no effort to again place the company upon a dividend paying basis and they have reason to feel hopeful of the future. (Applause.) If any gentleman has any question to ask I shall be happy to reply.

Captain Goddard seconded the motion for the adoption of the report and it was carried unanimously.

Mr. Cox proposed and Mr. Ho Tung seconded the re-election of Messrs Osborne and Wilcox as directors, which was agreed to.

Messrs W. H. Potts and W. H. Gaskell were re-elected auditors on the motion of Messrs Chan Chan Nam and Wong Kam Fuk.

In reply to Captain Goddard, the Chairman said that with their refrigerator they would require little if any ice during the summer, as everything could be kept cold by its use.

The meeting then terminated.

THE NATIONAL BANK OF CHINA, LIMITED.

The sixth ordinary annual meeting of the National Bank of China, Ltd., was held at the Bank premises at noon to-day, Present : Mr. Stolterfoht (Chairman), Mr D. Gillies, Mr. Kwan Hoi Chuen, and Mr. Chan Kit Shan, Directors, and numerous shareholders.

The Chairman said—Gentlemen, your Directors in submitting to you the accounts and report for the past year are happy to state that steady progress continues notwithstanding the exceedingly keen and increasing competition in banking business in the Far East. From the accounts now presented to you, you will see that besides paying the same dividend, *i.e.* 2/6 per share, your Directors propose placing $12,000 to reserve, carrying forward $2,599.92 to next account. On comparing the items in the accounts you will yourselves be able to note the progress made, which, under the circumstances, may be considered satisfactory. Government securities belonging to the Bank are much larger this year. The whole amount is held in London, as we find it necessary in order to facilitate our financial operations, to keep a fairly large sum available in London, and to do so it suits our purpose better and it is more economical to keep such sum in Government securities earning interest than to leave the money idle, or next to idle in the hands of our London Bankers. Our note issue, though small, continues to be appreciated and keeps out very well in the hands of the public ; in fact, our credit is such that we could circulate a far larger amount of notes. The account of furniture, stationery and stamps has been reduced by about $1,700 Eastern markets generally are going through rather trying times, the position of silver not having improved since December, 1895, and the future being very uncertain. The world's production of gold in 1896 was not so large as in 1895, and therefore the tendency towards the appreciation of gold (which we hoped had been arrested) still exists and may ultimately cause our local exchanges to drop to a lower level. The famine and now the plague in India are seriously affecting our trade with that country, while the rebellion in the Philippines and the continued unsettled state of Formosa have both helped to limit the volume of transactions with these countries. It is to be hoped, however, that all these are simply passing evils and that trade all round will improve. With these remarks, gentlemen, I now beg to move that the accounts and report be adopted and that a dividend of 2/6 per share be paid.

There being no questions, the adoption of the report and accounts was proposed by Mr. Stolterfoht and seconded by Mr. Kwan Hing Loong and carried unanimously.

It was proposed by Lee Chin Hing and seconded by Woo Yik Tai, "that Messrs. Stolterfoht and Kwan Hoi Chuen be re-elected Directors in Hongkong and that Mr. Wotton be re-elected a member of the London Committee." Carried unanimously.

Proposed by Mr. See Fung Chun and seconded by Mr. Tse Yam, "that Mr. J. H. Cox and Mr. W. Hutton Potts be re-elected auditors for the ensuing year at a remuneration of $200 each and that Messrs Deloitte, Dever, Griffiths & Co. be re-elected auditors in London at a remuneration of 25 guineas. Carried unanimously.

The meeting then closed.

ARE WE READY?

Mr. J. Tod-Mercer contributes a very carefully prepared essay to the January number of the *Navy League Journal*, wherein he calls attention to matters the importance of which, as regards our assumed "supremacy at sea" at least, can hardly be exaggerated, and, even if exaggerated to an extent that induces alarm, nought but real and material benefit to the British nation can possibly result therefrom, for to be forewarned is to be forearmed. Mr. Tod-Mercer in the course of his remarks says :—

It is too much the habit of even fairly well-informed people to talk and write about the importance of "maintaining our supremacy at sea," just as if we had it at the present time. Lord Nelson laid down his life that we might have it. He won it for us at Trafalgar. At his death he bequeathed it to the nation. And what have we done with this precious heritage? We have lost it. Of recent years there has been a levelling up all round us, and we are relatively infinitely weaker than in Nelson's time. During the last thirty years there have sprung into existence no fewer than five new navies that Nelson did not need to reckon with, because they could hardly be said to exist at all. Besides the French Navy there are now the American, Austrian, German, Italian and Russian navies. Now, supremacy at sea means at least this, viz., that we are strong enough to overcome any combination of those fleets, and at most it means that we could attack and defeat the whole of them put together—in fact, "sweep the seas." We could do that in Nelson's time, and we did it. Then we had the command of the sea. Now we could not be sure of victory if we were attacked by a combination of only two of the above-mentioned fleets ; therefore we have lost the command of the sea, and therefore we are really living on the sufferance of the Powers. We have not kept pace with some of the other Powers in naval matters. We must have no illusions about it. We must not, as you put it, "rest content with a general belief in the defensive virtue of being English." If we do so we shall only be preparing a Trafalgar for ourselves. We must take stock of "the present condition" of our Navy, "and the condition of its rivals." Mr. G. W. Steevens, who has gone very carefully into the matter, points out some of those conditions, and his conclusions are little (if at all) short of alarming. He declares that we have not got even the "preliminaries" of an efficient Navy suited to modern conditions. Plain words for Mr. Goschen ! "In the matter of armament the British Navy is not the first, not even the second, at the present moment." Of battleships armed with modern breechloading guns, and at the same time with modern quick-firing guns of the heavier calibre, France has twenty-four, Germany twenty-one, Great Britain only twenty. Take that in conjunction with the following, viz. :—(1) Russia had under construction on the 2nd of June last no fewer than eight battleships, five of which have been launched, and they are laying down another vessel of 11,000 tons at Nicolieff. (2) Bismarck lately is said to have informed the *Neue Freie Presse* of Vienna that "the coming event is the joint action of France and Russia against England. He was convinced that Germany would take the side of these two Powers, and would support their co-operation against Great Britain." Think of that, Mr. Goschen, and yet there is to be a reduction in our Naval expenditure next year ! This would be sheer madness. According to Mr. Steevens there are three preliminaries which are essential for the proper design and direction of a modern fleet, viz. :—(1) a Naval Commander-in-Chief ; (2) a Naval Staff ; (3) a Naval College ; and, I will add, (4) a real Naval Reserve. Some of the other Powers have all four of these, Great Britain has not one of them. In addition to this, Mr. Steevens comes to the conclusion that Great Britain's naval position is "relatively becoming worse instead of better." After the most careful and painstaking study of the navies of Europe, Mr. Steevens says we need "fourteen more battleships, seventy more cruisers, and 100 destroyers and torpedo boats" (and of course men and officers in proportion), "before our Navy will be equal to the necessities of a war with France and Russia as their fleets will stand in 1899." This is a combination of two Navies only. Where would we be if a third—say Germany—were to join them against us ? Why, we would be hopelessly outnumbered.

These are facts for our people to ponder over. These are facts which our Navy League never ceases to bring before the nation, which is at last beginning to realise that it is living in a fool's paradise. Plain people naturally think that the Lords of the Admiralty (who are paid for it) will see to it, and keep us all right in these matters. The inexplicable fact remains that no Admiralty will rise to the occasion until the great mass of the people compel them to do so. Therefore I would suggest (to be practical) that the Navy League should approach the Lord Mayor and the Mayors and Provosts of all the larger cities and towns, and invite them to call meetings of their respective citizens to consider the alarming weakness of our Navy. I would further suggest that resolutions be passed and petitions signed at these meetings calling upon the Government to give us back the command of the sea, and to maintain our supremacy there in all time coming. To support a strong naval policy should be a condition imposed on all candidates for Parliament, no matter what party they belong to. If the people adopt these measures they will get what they want, but not till then. There is no time to be lost. The matter is of extreme urgency and of paramount importance.

ROUND THE WORLD WITH A CIRCUS.

A CHAT WITH BERT WILLISON.

"The world is a small place after all" is a well-worn saying that constantly recurred to me while I was chatting with Mr. Bert Willison, the Circus proprietor, in his cosy room at the Hongkong Hotel the other day. It was about 20 years ago, out in the Antipodes, that I first met "Prince Bert," as he was then popularly called ; a smooth-faced, good-looking youth, full of an energy and magnetism that augured well for his future. Though only a boy in years, Willison was manager for Professor Rice, a famous American mind-reader. Looking through my old friend's newspaper scrap-book just now I followed his see-saw of life all over the globe, moving from continent to continent with different shows ; now in the heat of the Indies, and later amid the snows of the Andes. Here we are in the stormy times in Buenos Ayres, in a "Yellow Jack" epidemic in Brazil ; now with a show storm-wrecked in Kimberley, and soon afterwards on the wing for India owing to the Jameson Raid upsetting "show" work in South Africa. Verily, in the course of an hour with this book one can give points to Jules Verne's hero in the matter of fast travel.

"Yes," said Mr. Willison, "this is my first 'show' experience in the Far East, though 12 years ago I was out this way buying animals for Barnum and other big circus folk in the States. My longest spell was in South America, where I spent no less then seven years, and I can *parlez vous* in Spanish like a native. Revolutions down there are as frequent as typhoons in Manila and I have seen them, too. Questioned about Brazils, the cheery little circus man said "I have known that country since 1887 (before the abolition of slavery). Slavery was popular then and was conducted openly. The Emperor Dom Pedro, who was very popular, took a great interest in his subjects and saw that they were not harmed. The slaves in the Brazils were far better treated than were those in the States in the old days. It was not because the Brazilians were more innately humane ; it was because they were so supremely lazy that they did not care to be bustling around among their human cattle with cowhides like the Southern planters. I must confess I never heard of labour being disorganised by the abolition and many of the slaves decided to stay with "ole massa," though the law improved their condition and insisted that they should receive wages. Yes, Brazil is a beautiful country, fertile and healthy, with fine scenery, and I have been all over it and into the interior. Sao Paulo city is a very nice place and connected with Rio and Santos, the seaports, by rail. The line is worked by wire ropes and traction engine to the latter place and is a clever piece of work. The broad guage line to Rio is one of the finest in the world.

"About 'Yellow Jack?' Well, it made us close the circus in 1888, the daily deaths for two weeks being 300. It was a sad thing to see friends you had only left a few hours before dying through this awful scourge. Europeans and natives alike fell victims and all business was at a standstill. The Republican spirit grew space and old Dom Pedro was dethroned and given a passport to Portugal."

"Well, after this, where next?"

"I left for England soon after and joined the Barnum show on its first and only appearance in London. The cold was too much for me after the tropics, so, after a run over to the Paris Exhibition, I left for the Argentine with a host of novelties and reached Buenos Ayres, the grandest city in that part of the world, its miles of streets covering, it is said, a bigger area than London proper. Most of its houses are of one storey and it has over 200 miles of tramways running in all directions. There are as many as 23 daily newspapers, printed in seven different languages, English, French, German, Spanish, Russian, Italian and Portuguese. It was in Buenos Ayres I had my first taste of the horrors of war, during the great revolution of 1890. For five days during the bombardment of the city my wife and I were shut up in our house not daring to go out in the open, bullets flying round like hail and cannon balls shattering many a costly edifice. Things are very lively while these disturbances are on, and it is just as well to lie as low as you can until the shooting is over. Provisions were at famine prices and sardines and biscuits were luxuries to be dreamed of. You can do nothing with a show when the 'town is up,' and our circus horses and material were planted in La Plata, the seat of Government, about two hours ride from Buenos Ayres. After the trouble had ceased and the Civil Guard succumbed to the Government forces, I was the first in the field with an Opera Company composed entirely of English performers. It was purely experimental and had been all arranged before the outbreak. So, as soon as peace was declared, the company sailed from England under the management of Edwin Cleary. The novelty of an English Opera company invading the Argentine was too much for the excitable Spaniards, and our success was phenomenal, in less than four months we had a net profit of £6000, no one being more surprised than the management. After this stroke of fortune I went back to the 'sawdust and spangles;' going in with Frank Bourn. The famous Water Pantomime was produced, astonishing the staid old circus-goers. Then we sighed for other worlds to conquer and in a specially chartered ship we sailed for South Africa in 1891, visiting all the principal towns and doing an enormous business with the Water Pantomime. Going on to India we encountered the tail-end of the cyclone that wrecked Mauritius; for five days we did not know how it was going to end, the steering gear breaking the second day. We had four horses killed and quite a number of the artistes injured, and on our arrival at Colombo we all looked as if we had been through a war. In India, owing to the monsoon weather, business was by no means good, so on our arrival at Bombay it was decided to disband the company. I went on to Allahabad and, with no more capital than brain, built a Skating Rink and cleared over Rs. 10,000 during the season. It was in 1893, and after I had sold out the Rink, I visited Calcutta and bought a half share in Woodyear's Circus, which was then at low water mark. I piloted the show through India and arranged to go to Zanzibar, the Sultan sending a steamer for the circus. Unfortunately the boat collided with another outside Colombo, so we were compelled to go on to Aden. Then we went on to South Africa, *via* Zanzibar, having the honour of landing a circus for the first time. We had a good time in Africa. The first six months of the season I bought the entire show and went to work to rebuild it. In the season of 1895 I had over 100 artistes and employés and 30 horses and ponies, besides a menagerie of curious animals. Then came Jameson's Raid on the Transvaal and knowing by experience the dire results of revolution and war, I chartered the steamer *Cawstands* and set sail for Bombay. I was compelled to sacrifice some of my horses by selling them in Africa, the steamer not having space to carry them with safety. Since our return to India it has been a hard up-hill fight, but I have managed to hold my own against heavy odds. I competed with the great Harmston's Circus in Singapore when visited Sumatra, going on to Acheen and seeing more war. Then on to Java ; I went through the island quicker than any circus had ever done before, playing in every town and away again in two months. Then straight for Bangkok, where we had a right royal time. I had been in Bangkok 12 years before and His Majesty the King presented me with an elephant. I had afterwards disposed of the animal in South America for a good round sum, but for fear I would incur the King's displeasure I told a 'cuffer.' You know I have seen them cut heads off people for less things than selling an elephant. I thought to get another elephant, but the palace people are more civilised, and I only got two Siamese cats, and they are beauties ! Well, we made for Saigon and in spite of the theatre we did all right. Of course you know I consider myself a pioneer in this business, and as they never had a circus in Tonquin I arranged to go to Haiphong. We were due to sail New Year's morning and wished everyone 'the Season's greetings,' and we started at daylight. About a mile down the river we ran ashore, smashed the steamer's propeller and lifeboats, luckily escaping personal damage, not even a horse being knocked out. We were towed back to Saigon, and compelled to remain for three days before we could get another steamer ready. We reached Haiphong safely and were welcomed by one and all. I next visited Hanoi, the capital, and invested in a couple of Tonquin ponies. Imagine my surprise when on returning to Haiphong and placing them on board the steamer the Customs officials compelled me to send the ponies ashore under a penalty of $200, no Tonquin pony being allowed to leave the country. I am still doing my best to get the Governor-General to let me have them, and I have hopes of succeeding, but blessed is he who expects nothing ! I have had so many disappointments through life that I am getting used to them. Then our arrival in Hongkong gave me the set-back of my life. "You have no idea," Mr. Willison said in a husky voice, "what this Hongkong season means to me. My losses will never be known, but I take this opportunity of sincerely thanking the entire community for their heartfelt sympathy and the patronage accorded me under the circumstances. It has been a hard struggle to keep a smiling face through it all, but I feel that the public have appreciated my efforts to fill up the gaps that sickness has caused in the ranks of my artistes, and when I am far away I can look back on pleasant times I had in your midst, even though the pleasure has been tinged with sadness."

Our representative heartily endorsed Mr. Willison's sentiments and assured him of Hongkong's sympathy with him in his hard luck. When it is all summed up circus life must be very rough at times, always on the travel, skipping from one end of the earth to the other, but there must be some peculiar fascination about it, for one seldom, if ever, meets a circus man, be he rider, gymnast or clown, who wishes to leave the "profession" or abuses it, beyond the ordinary grumbling which is permissible to all men.

J. S. N.

HONGKONG VOLUNTEERS CORPS.

Corps Orders for week ending 6th March, 1897.

GEN. R. L.

Duties.

Orderly Officer for week, Lieut. D. MacDonald.
Orderly Sergeant for week, Battery Sergt.-Major Duncan.

Ambulance Class.

At Head-quarters at 5.30 p.m., on Wednesday, 3rd March.

Sword Drill.

For all Officers at Head-quarters at 5 p.m., on Monday, 1st March. Plain clothes.

Squad Drill.

At Head-quarters at 5.30 p.m., on Tuesday and Thursday, 2nd and 4th March respectively, for the Recruits of both units. Plain clothes.

Revolver Practice.

For all Officers and Staff Sergeants of Corps on range back of racquet court from 4 p.m., till dark on Thursday, 4th March. Plain clothes.

FIELD BATTERY.

Drills.

In view of the forthcoming 7-pr. Competition there will be drills as under, during the ensuing week:—

Right Section (Nos. 1 & 2 Sub-Divisions)	Monday, 5.30 p.m., Thursday, 9.00 p.m.,	Under Sectional Officers—Plain clothes.
Centre Section (Nos. 3 & 4 Sub-Divisions)	Tuesday, 5.30 p.m., Wednesday, 9.00 p.m.,	
Left Section—at Docks. (Nos. 5 & 6 Sub-Divisions)	Tuesday, 5.30 p.m., Friday, 5.30 p.m.,	

Signalling.

At Head-quarters at 5 p.m., on Monday and Friday. Plain clothes.

"A" MACHINE GUN CO.

In view of the forthcoming Machine Gun Competition there will be drills as under :—

Monday, Gun, 5.30 p.m.—Plain clothes.
Friday, Gun, 5.30 p.m.—Uniform : Khaki Drill and Caps.

Notes.

Applications from Gentlemen desirous of joining the Corps should be sent to Volunteer Head-quarters, when a copy of the Regulations will be sent and any information afforded.

By Order,
L. A. C. GORDON,
Capt., R.A.,
Adjt., H.K.V.C.

Hongkong, 26th February, 1897.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79
Rainfall	1.76 inches.

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.06	29.93
Thermometer	55	55
Humidity	94	95
Rainfall	.....	.....

Saturday, 27th Februarv. 1897.

Chinese.—*26th of 1st moon of 23rd year of*
Jewish.—*25th Adar, 5657.* [*Kwong-su.*
Mohammedan.—*24th Ramadan, 1314*
(Fast month.)

Sun—*Rises*	*6hr. 25min.*
Sets	*6hr. 0min.*
High water—*Afternoon*	*5hr. 56min.*
Low water—*Morning*	*1hr. 8min.*

No inferior high or low water.

ANNIVERSARIES.

1842—The establishment of the Superintendency of Trade removed from Macao to Hongkong.
1876—Treaty of peace between Japan and Korea signed at Kokwa
1887—Evacuation of Port Hamilton by the British forces.

TO-MORROW,

Sunday, 28th Februarv, 1897.

Chinese.—*27th of 1st moon of 23rd year of*
Jewish.—*26th Adar, 5657.* [*Kwong-su.*
Mohammedan.—*25th Ramadan, 1314*
(Fast month.)

Sun—*Rises*	*6hr. 24min.*
Sets	*6hr. 1min.*
High water—*Morning*	*9hr. 48min.*
Afternoon	*7hr. 1min.*
Low water—*Morning*	*1hr. 56min.*
Afternoon	*0hr. 31min.*

ANNIVERSARIES.

1851—Pitched battle in Aberdeen Bay between pirate junks and Chinese gunboats.
1876—Capture of the Sulu capital by the Spaniards.

CHURCH SERVICES.

St. John's Cathedral :—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral :—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.
Union Church :—Service, 11 a.m. and 6 p.m.
St. Francis' Church, Wanchai :—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road :—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point :—Mass, 8 a.m.
Wesleyan Methodist Church :—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church :—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE :

French (*Ernest Simons*) 1st prox.
American (*Gaelic*) 1st prox.
Australian (*Guthrie*) 1st prox.
Tacoma (*Tacoma*) 3rd prox.
Tacoma (*Victoria*) 6th prox.
English (*Rosetta*) 7th prox.
German (*Sachsen*) 10th prox.
American (*City of Peking*) 15th prox.
American (*Doric*) 23rd prox.

* * *

THE silk *ex* steamship *Olympia* arrived in New York on the 24th inst.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of India* left Yokohama for Vancouver yesterday afternoon.

* * *

THE Imperial German Mail liner *Hohenzollern* left Nagasaki at 3 p.m. yesterday for this port, and is due here on Tuesday next at daylight.

* * *

THE Imperial German Mail liner *Preussen* left Shanghai at 11 a.m. yesterday, and may be expected here on Monday next at daylight.

* * *

THE Imperial German Mail steamer *Sa* carrying the German mails with dates from to the 8th inst., left Colombo for this port day afternoon, and may be expected here on or about Wednesday, the 10th inst.

* * *

THE Agents (Messrs. Dodwell, Carlill & Co.), inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* arrived at Yokohama, and left for this port, *via* usual ports of call, to-day.

* * *

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Toyo Maru	steamer,	from	Saigon
Hatton	"	"	Coast Port
Catherine Apcar	"	"	Straits
Wosang	"	"	Chingkiang
Irene	cruiser	"	a cruise

Aggregating 9,990 tons register.

DEPARTURES.

Hydaspes	steamer,	for	Singapore
Energia	"	"	Singapore
Bullmouth	"	"	Manila
Oolong	"	"	Shanghai
Meepo	"	"	Shanghai
Jacob Christensen	"	"	Saigon
Hitosan Maru	"	"	Kutchinotsu
Adelle	"	"	Australia
Formosa	"	"	Amoy

Aggregating 15,733 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Lakin	in	Kowloon Dock.
Princess Wilhelm	"	"
Klangnan	"	"
Centurion, H.M.S	"	"
Kachidate Maru	"	"
Swatow	"	"
Nanchang	"	Cosmopolitan
Menmuir	"	"
Haimun	"	Aberdeen
Hupeh	"	"

SWATOW.

Arrivals.	*from*	*Agents.*
Feb. 26 *Namoa*	Hongkong	J. M. & Co.
" *Klangpak*	Hongkong	Tung Kee
Departures.	*for*	*Agents.*
Feb. 25 *Zablaba*	cruise	—
Feb. 26 *P. C. Klao*	Bangkok	B. & S.
" *Taiwan*	Shanghai	B. & S.
" *Haitan*	Hongkong	J. M. & Co.
" *Namoa*	Hongkong	J. M. & Co.
" 2 Ch. G'boat Canton		—
In Port—Klangpak.		

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is prescribed by Physicians all over the world. It is a remarkable remedy for *Consumption, Scrofula*, and wasting diseases, and very palatable. Read the following :—"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impoverished blood, with scrofulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty.—A. TEMPLE PERKINS, 22, Lordship Park, Stoke Newington, N." Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China :—Watkins & Co., Hongkong.—*Advt.*

Intimations.

It is

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,

are number ONE.

Proprietors,
WATKINS & CO.,

Hongkong, 13th February, 1897. [13

THE
CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL
METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [48

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FOR

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

---

THE HONGKONG CRICKET CLUB.

RACQUET TOURNAMENT.

THE ANNUAL CONTEST for the CHAMPIONSHIP and the DOUBLE HANDICAP will take place during MARCH.

Entries Close on the 3rd March.

LISTS have been placed for Signature at the RACQUET COURT and at the HONGKONG CLUB.

Hongkong, 24th February, 1897. [350

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE DIVIDEND of 8 PER CENT. per Share and BONUS of 4 PER CENT. per Share for the Six Months ending 31st December, 1896, DECLARED at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 23rd February, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, No. 14, Praya Central.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 22nd February, 1897. [342

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half-Year ending 31st December, 1896, on or before the 15th March, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 25th February, 1897. [352

THE VICTORIA DISPENSARY.

NOTICE is hereby given that the INTEREST of DAKIN, CRUICKSHANK & Co., LIMITED, in the Business heretofore carried on by them at THE VICTORIA DISPENSARY, CEASED and DETERMINED on the 14th instant.

Outstanding Accounts of DAKIN, CRUICKSHANK & Co., LIMITED before the 14th instant will be PAID by the Undersigned who will also Collect and Receive all Accounts DUE to the said Firm.

The BUSINESS will be carried on in the future under the Style of "THE VICTORIA DISPENSARY."

For "THE VICTORIA DISPENSARY,"
J. R. CAPELL,
Manager.

Hongkong, 30th January, 1897. [219

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

TENDERS are invited and will be received up to NOON of 31st March next, at the Offices of the Company, both in BRISBANE and SINGAPORE, for 10,000 CONTRIBUTING SHARES of £1 each Paid-up to 13s. 1cd. each in THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

Tenders, which should be sealed and superscribed "TENDER FOR UNALLOTTED SHARES," must quote a price in Sterling per Share for a minimum of 200 Shares or for any multiple of 200 Shares up to the maximum of 10,000 Shares and must be accompanied by 2s. 6d. deposit per Share, which will be returned in case no Allotment is made.

SCRIP will be issued on BRISBANE or SINGAPORE REGISTER to suit Purchaser.

The highest or any Tender not necessarily accepted.

By Order of the Directors,
C. P. DERRICK,
Local Secretary.

Singapore, 1st February, 1897. [262

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

THE GRILL ROOM,
2, QUEEN'S ROAD.

THE LEADING CATERERS
ON
TUESDAYS,
GREEN TURTLE STEAKS for TIFFIN.
GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.
WEDDINGS, PRIVATE PARTIES,
TIFFINS and DINNERS a Speciality.

Hongkong, 14th December, 1896. [67

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on SATURDAY, the 6th March.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th February, 1897. [351

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on MONDAY, the 8th March.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th February, 1897. [363

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Bartlett, will be despatched as above on MONDAY, the 8th March.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th February, 1897. [364

"SHELL" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKOPING, GEFLE, DANTZIC and KONIGSBERG, with transhipment in HAMBURG.)

THE Company's Steamship

"NERITE,"

Captain Daniel, will be despatched as above on WEDNESDAY, the 10th March.

For Freight, apply to.
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 22nd February, 1897. [341

CHINA NAVIGATION COMPANY, LIMITED

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on FRIDAY, the 12th March, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th February, 1897. [339

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th February, 1897. [353

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

THE Company's Chartered Steamship

"BALMORAL,"

Commander MacRitchie, will be despatched as above on MONDAY, the 1st March, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 26th February, 1897. [332

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on MONDAY, the 1st March.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th February, 1897. [292

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Geo. Payne, will be despatched as above on TUESDAY, the 2nd March, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th February, 1897. [354

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

H. Willis Jones, Commander, will be despatched as above on THURSDAY, the 4th March.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 26th February, 1897. [274

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU,"

Captain Hayashi, will be despatched for the above Port on FRIDAY, the 5th March, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 25th February, 1897 [356

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"
to sail about 7th March, 1897.
S.S. "MACDUFF," to sail about 22nd March, 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 26th February, 1897. [360

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBE, YOKOHAMA AND HONOLULU.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"TENSHIN MARU,"

Captain C. A. Andersen, will be despatched as above on MONDAY, the 8th March, at 4 P.M.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 26th February, 1897. [366

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU,"

Captain E. S. Barlow, will be despatched for the above Ports on FRIDAY, the 26th March, at 4 P.M.

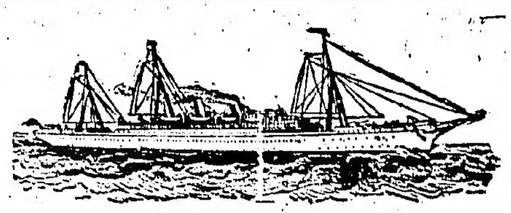
This Steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a European Stewardess.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 22nd February, 1897. [333

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 17th February, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS,
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th March, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 1st April, at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	Thursday, 22nd April, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th March, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th February, 1897. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 12th May, 1896. [33

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 2nd March, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 23rd March, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 13th April, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd March, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco,—including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

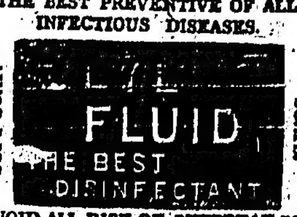
J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1897. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.



DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings

Hongkong, 1st March, 1897. [10

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen	Tuesday...	2nd March.
Sachsen	Tuesday...	30th March.
Bayern	Tuesday...	27th April.
Prinz Heinrich ...	Tuesday...	25th May.

ON TUESDAY, the 2nd day of March, 1897, at 6 P.M., the Company's Steamship "PREUSSEN," Captain P. Wettin, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 27th Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st March, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th February, 1897. [228

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	2,549	Tuesday ...	7 Mar.
Victoria	3,167	Tuesday ...	Mar. 23.
Olympia	2,608	Tuesday ...	April 13.
Braemar	3,602	Tuesday ...	May 4.

THE Steamship

"TACOMA,"

Captain T. A. Whistler, R.N.R., sailing at Noon, on TUESDAY, the 2nd March, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), *viâ* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 24th February, 1897. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"ROHILLA,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 11th March, at Noon, taking Passengers and Cargo for the above Ports. This Steamer also connects at Bombay with the S.S. *India* leaving that Port on the 3rd April for London.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 25th February, 1897. [5

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.